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FJA	HAT	ON see below			25X1
		CONTENT 5 to 20 Harch 1	952	J	wager (pathwest or highwest (relativest an additional of pathwest annual rest addition to remain and an addition of the second and additional additional and additional addition
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			DATE PREPARED	10 April 1952 25X1	
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patients.	<u> </u>		TALEN (TALEN MINER) del como il legis del minera belon la como las deleccamentes entre publicado en cordo en como como como como como como como com	\$30,000,000,000,000,000,000,000,000,000,	
The state of the s		5X1 Kanaman 1909 propries de la		ини батуат у та л глу установи, метану 17 масяния в постанови у пред 1800 г.	
I					
	71.	About h n m on 6 Careb 19	952, a convoy of about 22 tr	ualta accurried by	nin forma
			moor Changego in Docherite	heading toward Tag	e tarmaric
	Two of the tru				ere loaded by 25 X
	١,	24 cratei bembs each about	c 150 cm long and 40 to 50 c	m in diameter.	
	2.				
25X ²	<u> </u>				
	ا ع.	At I non on A March tank	trucks and trucks which ca	ria Progra Alia - durba	-33 7477.41
	,i to	area or from Staaken assen	abled on Hamburger Chaussee	on the north side	of the field.
		A total of 32 vehicles had only until 3:30 p.m. when	d assembled at 2 p.m. Source the convoy had not yet left	could make his of	bservations
		rod antenna was seen in the	ic northwestern corner of th	s field. There was	s no change
		the locations of the rether fitted with one cross	edio installations west of t s rod provided with dipoles	he field. Three m	ests each of
		About 25 soldiers were sea	m in trenches on the west s	ide of the field.	These
25X1	٦.		mere in connection with an a		
	45	At 10 a.m. on 6 Harch, an	alert was practiced at the hits toward Brandenburg, whi	field. About 10:20	O a.m.,
		the southern ear thoughthern	l portion of the field, when	e the planes of H	nit Valakhoteki
		are usually parked, was ve	ecant, Fifty-three aircraft citchen of Unit Valakhotski	tere harked alone	the north cide
		Source Learned Irom other	workers that a convoy had 1	eft toward Priort	. It 6015 a.m
		These planes had probably	eft were parked in the south landed during the preceding	night. From the :	noise of
		running engines, source in	Merred that aircraft took o	ff at 8:30 p.m. A	t 5:15 p.m.
		the same number of aircrai	ne field was empty. In the n It was observed as on the pr	evious day, No ta	ke~oîîs were
		observed during the period	i from 11 through 13 March. t was located about 120 km f	On 13 Harch, Major	r Valakhotski
			t was located about 120 km in the planes took off from the		
	5.	Aircraft observed at the i	field about 2 p.m. on 11 Har	ch included 50 to	55 singlo-
		engine ground attack airc	rast parked in two rows on t		the field,
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	9 on its east side and 9 on its south side in front of the hongars. Petween 10 a.m. and i p.m. on 13 larch, 50 to 55 ground attack aircraft were parked on the north side, 9 on the east side and about 20 on the south side of the field. No twin-engine aircraft were seen. Petween 11 a.m. and 1 p.m 10 aircraft practiced local flights. on the flying planes. The sky was clear, Leintenance work was being performed on the aircraft proceed at the northern administration.
	on the aircraft parked at the northern edge of the installation.
ű <u>.</u> 1	were parked along the north side of the field. Sine other ground attack planes were observed on the east side and 19 to 20 such planes in addition to 4 biplanes on the south side and another h twin-engine planes on the east side of the installation. Between 10 ann. and 12:30 on
•	9:Anas took off individually and then practiced flying in formations of 3:
1	marticipated in these flights.
	On Li March about 65 single-engine low-wing monoplanes were observed at the field. Seventien of them were parked on the south side, the others were parked on the north side of the installation. There was no flying. The radio installation previously located in the western portion of the field was no longer seen. Mowever, there was no change in the status of the radio installation with four masts west of the field.
5X1 მ.	On 3 March, 17 fuel containers the size of railroad tank cars, which had apparently been recently painted were observed in the patch of woodland in the northwestern corner of the installation. Sand was piled up beside these tanks. A fuel truck was refueling from an underground installation near a two-story building in the southern portion of the wooded area. (2)
9.	On 15 March, 48 mi-10s were parked at the field. However, not all of the planes available could be seen
 X 1	swripe on the leading edges of their rudder assemblies. (3) After 12:30 p.m. several aircraft landed and were parked on the southern edge of the field. At 12:45 p.m. aircraft at 1:20 p.m. aircraft at 1:20 p.m. aircraft northwestern corner of the field where the 17 fael containers had been observed on 8 March was not yet completed.
10.	Adressit observed at the field between 4:30 and 5:45 p.m. on 13 March included about 45 IL-10s parked along the northern edge and about 18 along the southern of the field. On the field at the northern edge, the IL-10
	landed and subsequently taxied to the southern edge of the installation. Tank truck fitted with a tank about 3 meters long and 1 1/2 meters in diameter refueled by means of a motor pump at the fuel dump in the northwestern corner of the field. The refueling took exactly 15 minutes. Two radio trucks with extended antenna reds were observed beside the fuel dump. Three flathed traillers each mounting a searchlight about 1 meter in diameter were standing behind the hangers on Heerstrasse. Bomb crates about 20x20x30 cm were observed
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	Shourit infoministr
	in an open shed at the southwestern edge of the field.
11,	On 18 Harch, 53 IL-10s were parked at the field. were identified on the planes observed at the northern edge of
	the field. There was no flying, Work on the construction of trenches was started in the northeastern corner of the field. (h)
12.	
I	
(I)	Comments. Paragraphs I through 4 of the report indicate that charents of the ground
(1)	Paragraphs I through 4 of the report indicate that elements of the ground units of one of the two regiments stationed in Joeberitz moved by road to an unknown place on 6 Larch 1952. The statement contained in paragraph 4, according to which the unit moved to a place 120 km away in the direction of Brandenburg was made for reasons of deception. On 6 March and subsequent days the aircraft stationed at the field practiced flying and returned to Joeberitz in the course of the afternoon. The number of aircraft observed at the souther edge of the field indicated that only elements of the regiment participated in the exercise. It appears improbable that the exercise was held together with army units since no such combined exercises were observed in this area. It is also considered unlikely that the regiment participated in a naneuwer held in
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(2)	Paragraphs I through 4 of the report indicate that elements of the ground units of one of the two regiments stationed in Doeberitz moved by read to an unknown place on 6 Earch 1952. The statement contained in paragraph 4, according to which the unit moved to a place 120 km away in the direction of Brandenburg was made for reasons of deception. On 6 March and subsequent days the aircraft stationed at the field practiced flying and returned to Doeberitz in the course of the afternoon. The number of aircraft observed at the souther edge of the field indicated that only elements of the regiment participated in the emercise. It appears improbable that the exercise was held together with army units since no such combined exercises were observed in this area. It is also considered unlikely that the regiment participated in a maneuver held in Thuringis during that time. It is believed that the ground units concerned will return to Doeberitz after completion of the exercise. It appears that the othe regiment to Joeberitz are parked on the northern edge of the field, did not participate in the naneuver, hajor Valakhotski was previously reported as being the commanding officer of one of the two OATBs stationed in Doeberitz. The fuel dumps of the two ground attack regiments are believed to be located in this patch of woodland. The sinematic of the rudder assemblies doe not seem to be reliable. The planes of the two regiments stationed in Doeberit
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(2) (3)	Paragraphs I through 4 of the report indicate that elements of the ground units of one of the two regiments stationed in Deceritz moved by road to an unknown place on 6 Lorch 1952. The statement contained in paragraph 4, according to which the unit moved to a place 120 km away in the direction of Brandenburg was made for reasons of deception. On 6 March and subsequent days the aircraft stationed at the field practiced flying and returned to Decerition the course of the afternoon. The number of aircraft observed at the souther edge of the field indicated that only elements of the regiment participated in the exercise. It appears improbable that the exercise was held together with army units since no such combined exercises were observed in this area. It is also considered unlikely that the regiment participated in a maneuver held in Thuringia during that time. It is believed that the ground units concerned will return to Deceritz after completion of the exercise. It appears that the other rest, whose aircraft are parked on the northern edge of the field, did not participate in the maneuver, hajor Valakhotski was greatously reported as being the commanding officer of one of the two OATBs stationed in Decerita. The field dumps of the two ground attack regiments are believed to be located in this patch of weedland. The information on the color of the leading edges of the rudger assemblies does not seem to be reliable. The planes of the two regiments stationed in Decerit the information of the that planes of the samenate by white stripes. It is believed improbable that planes of this regiment would have landed in Docberit It is possible that the construction of such treaches was ordered by the Equanty-Fourth air army in connection with strict security measures to be taken for all airfields.
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(2) (3)	Paragraphs I through 4 of the report indicate that elements of the ground units of one of the two regiments stationed in Desberitz moved by road to an unknown place on 6 Larch 1972. Who statement contained in paragraph 4, according to which the unit moved to a place 120 km away in the direction of Prandenburg was made for reasons of deception. On 6 March and subsequent days the aircraft stationed at the field practiced flying and returned to Desberitz in the course of the afternoon. The number of aircraft observed at the souther edge of the field indicated that only elements of the regiment participated in the exercise. It appears improbable that the exercise was held together with army units since no such combined exercises were observed in this area. It is also considered unlikely that the regiment participated in a nanouver held in Thuringia during that thus. It is believed that the ground units concerned will return to pockeritz after completion of the exercise. It appears that the other rest, whose aircraft are parked on the northern edge of the field did not participate in the nanouver, hajor Valakhotski was previously reported as being the commanding officer of one of the two OATBs stationed in Deceptits. The first durings of the two ground attack regiments are believed to be located in this patch of weedland. The siremaft of the third regiment of the division which is stationed in Standal are marked by white stripes. It is believed improbable that planes of this regiment would have landed in Deceptit It is possible that the construction of such tranches was ordered by the Privanty-Fourth air army in connection with strict security measures to be taken for all sirfields. Apart from the information on special exercises held by one of the fire